

UPS 1307  
Philadelphia, PA  
February 7, 2006  
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**National Transportation Safety Board**  
**Washington, DC**

**Attachment 11**

PHL Triennial Drill Information

8 pages

**EPEX 2005 Pre-Briefing**  
**September 30, 2005**  
**12:00 p.m.**

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## **AGENDA**

**Judi Cornelious, Mistress of Ceremonies**

- 12:00 pm:** Luncheon Begins  
Welcome & Recognition of invited guests  
*Charles Isdell, Director of Aviation*
- 12:15 pm:** Lunch is served
- 12:45 pm:** Scenario description  
*Keith Brune, Airport Operations Manager*
- 12:50 pm:** Rules Of Engagement  
*Keith Brune, Airport Operations Manager*
- 1:00 pm:** Role of the Airport  
*Keith Brune, Airport Operations Manager*
- 1:15 pm:** Role of Fire Department & EMS  
*Chief Paul Flanagan, Engine 78*
- 1:30 pm:** Role of Police  
*Captain Dominic Mingacci, Airport Police*  
*Lt. Tom Fitzpatrick, Bomb Squad*
- 1:45 pm:** Presentation by Counter-Terrorism  
*Captain Walt Smith*  
*Agent Mike Carbonel, FBI*
- 2:30 pm:** Q & A
- 2:45 pm:** Closing Remarks  
*Keith Brune*
- 3:00 pm:** Meeting Adjourns

***Philadelphia International Airport  
EPEX 2005***

**SCENARIO**

Southwest Airlines flight 863, A Boeing B-737, is enroute to Philadelphia from Houston. As the aircraft touches down on Runway 9R, an explosion occurs; the aircraft departs the south side of the runway and is engulfed in flames. After rescue efforts have commenced, Airport Police receive a call from an individual claiming responsibility for the explosion. According to the caller, two (2) explosive devices were onboard the aircraft.

Aircraft type: Boeing 737-700  
Length 130'/width 113'

Souls Onboard: 134 + crew of 6

Fuel Onboard: 15,000 lbs.

Time: 1000 lcl

Weather: Ceiling 5,000'; altimeter 29.84; winds 070/5

Location: Fire Training Facility

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## BACKGROUND

Philadelphia International Airport (PHL) plans and conducts exercises for three basic reasons: (1) to meet or exceed the requirements set forth in Federal Aviation Regulations (FAR) Part 139; (2) to provide necessary hands-on training to Airport, airline, and mutual aid emergency response personnel; and (3) to test and evaluate new equipment, methods, and procedures.

FAR Part 139 requires that all certificated airports create, maintain, and update an emergency plan for a variety of response contingencies. PHL's Emergency Plan delineates basic responsibilities for all responding departments and agencies. FAR Part 139 also requires that all certificated airports conduct a full-scale emergency exercise triennially, with annual reviews in the intervening years.

The hands-on training during the exercise during this exercise cannot be duplicated elsewhere. Every responding department and agency is offered the opportunity to actually go through the exercise as if it were a real emergency. Every responder is given the opportunity to see how he or she fits into the Airport emergency plan. Familiarity with emergency equipment procedures means critical time can be saved and life saving resources utilized more effectively.

## **RESTRICTIONS & GROUND RULES**

While this exercise represents a best effort simulation of a mass casualty incident, it is still just an exercise. For this reason, certain restrictions apply not only to the planning of the event, but also to the staging and execution.

Safety is paramount; our first and foremost consideration is the safety of the responders, exercise participants, officials, and observers. All participants have been briefed on the goals and objectives of the exercise. They have also been advised to bring to the attention of any exercise coordinator or procedures that might constitute a safety hazard. If at any time you see a condition that you feel is unsafe, or if you have a question regarding something you witnessed, do not hesitate to bring it to the attention of an exercise coordinator or narrator.

One of the required restrictions of the exercise applies to observers. We ask that the observers remain in the designated observation area, unless directed otherwise. Observers will be able to view the on-site incident command post, as well as the various command and emergency communication vehicles in action. Observers will also be able to see victim recovery, triage, casualty collection and transport to area hospitals.

## SCENARIO

Today's accident scenario is as follows:

Southwest Airlines flight 863, a Boeing B-737, is enroute to Philadelphia from Houston. Philadelphia Airport Police have received information of the possibility of two explosive devices onboard the aircraft, but the source of this information is not determined to be reliable. As the aircraft touches down on runway 9R, an explosion occurs and the aircraft departs the south side of the runway and is engulfed in flames.

Date: Saturday October 1, 2005.

Time: 1000 local time.

Weather: Ceilings 5,000', altimeter 29.84, winds 070/5.

### Passenger Aircraft Information

Boeing 737-800 – length 130 ft – width 113 ft.

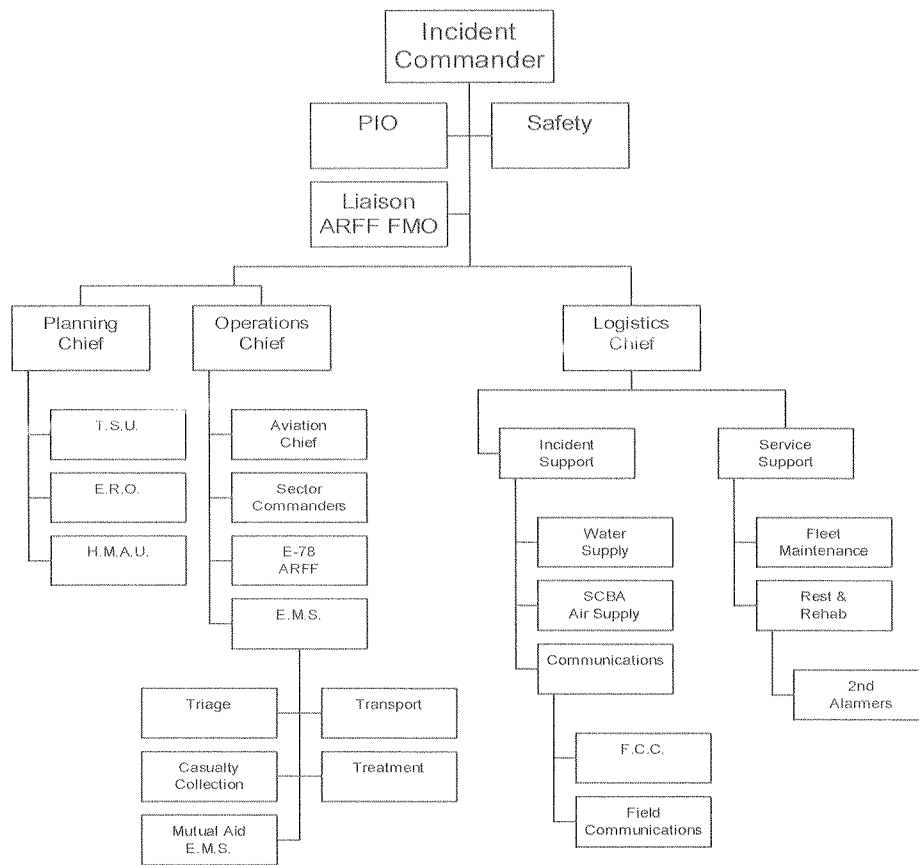
Passengers on board: 134 + crew of 6

Fuel onboard: estimated 15,000 lbs

## Participating Organizations

- PHL Emergency Response and Exercise Support Elements:
  - ARFF (Engine 78)
  - Airport Police (77<sup>th</sup> District)
  - Division of Aviation
- City of Philadelphia Fire Department
- City of Philadelphia Police
- Delta Airlines (participating airline)
- UPS (participating airline)
- American Red Cross
- Tinicum Township Mutual Aid Units
- DELCO Emergency Management
- Medivac Support Units
- Regional Emergency Medical Services
- Regional Medical Facilities/Hospitals
- Non-Municipal Ambulance Services

Philadelphia Incident Command system  
AVIATION INCIDENTS



The Alert III will be declared by FAA Air Traffic Control Tower at approximately 10:00 AM. The Airport Fire Department, Engine 78, will respond to the accident site, begin fire fighting and rescue activities, and establish the forward command post. Other units responding immediately include Airport Operations and Airport Police. Notifications are also made instantly to Philadelphia Fire Department and Philadelphia Police Departments so additional units can be dispatched. Mutual Aid units from surrounding areas will begin to arrive, in support of the Philadelphia Fire Department, and begin to triage and transport volunteer victims to participating area hospitals.

## GOALS & OBJECTIVES

1. Test the coordination of activities amongst the various public safety agencies responding to an accident/incident.
2. Evaluate the effectiveness of the Incident Command System during an aircraft accident.
3. Test communication systems, equipment and associated procedures (multiple jurisdictions involved).
4. Test the various Emergency Medical Services' (EMS) ability to effectively deal with a mass casualty incident, including triage, casualty collection and transportation to area hospitals.



5. To evaluate the Pennsylvania Department of Health Regional EMS Council Mass Casualty Disaster Plan checklist for effectiveness as an emergency preparedness consideration.
6. Test Police response to suspected explosive devices onboard inbound aircraft.
7. Provide security forces with realistic training in the establishment of ingress and egress routes for emergency equipment and secure perimeters around the incident site.

## PROCEDURES

The Philadelphia Fire Department's organization for response to disasters follows the nationally recognized incident command system. This exercise provides an opportunity to enhance coordination of PHL's incident command system with that of local fire companies and mutual aid units.

The Division of Aviation has established its own organizational structure for emergency response. Airport staff works closely with the Philadelphia Fire Department and other responding agencies, in support of their efforts, while protecting the interests of the Airport and the City of Philadelphia. This exercise provides an excellent opportunity for each of these organizations to fully integrate their roles and responsibilities.

